

The Hongkong Telegraph.

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NEW SERIES No. 5855

八月廿七年四十三緒光

MONDAY, AUGUST 24, 1908.

一拜禮

號四廿月八英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 25,000,000
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA

Branches and Agencies:

TOKIO, CHEFOO,
YOBE, TIENSIN,
OSAKA, PEKIN,
NAGASAKI, NEWHANG,
DALNY, PORT ARTHUR,
LONDON, ANTONIO,
NEW YORK, LIOYANG,
SAN FRANCISCO, MUKDEN,
HONOLULU, TIE-LING,
BOMBAY, CHANG-CHUN,
SHANGHAI, HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 1 per cent.
per annum on the Daily Balance.

On fixed deposit—
For 12 months 4% p.a.
" 6 " 3% " "
" 3 " 2% " "
TAKAO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$1,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$1,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at
the rate of 2% per annum on daily balances and
accepts Fixed Deposits at the following rates—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,250,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 1 per cent. per
annum on the Daily Balance.

On Fixed Deposit for 12 months 4% per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,
Manager.

Hongkong, 13th May, 1908. [20]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tails 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Königliche Seehandlung (Preussische
Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank für Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt,
Jacob S. H. Stern,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim Jr. & Co., Köln,
Bayerische Hypothek und Wechselbank,
München.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED,
DEUTSCHE BANK (BERLIN), LONDON AGENTS,
DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOHN,
Manager.

Hongkong, 4th December, 1907. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$14,000,000

Starling
\$1,500,000 at 2/- = \$11,000,000
Silver \$14,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

E. Shilling, Esq.—Chairman.

Hon. Mr. W. J. Gresson—Deputy Chairman.

E. G. Barrett, Esq., O.R. Lennemann, Esq.,
O.G.R. Broderick, Esq., R. Shaw, Esq.,
G. Friesland, Esq., Hon. Mr. H. A. W.
O. S. Gubbay, Esq., Slade,
W. Helms, Esq., H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent.
per annum on the daily balance.

On FIXED DEPOSITS:
For 3 months, 2% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd August, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 1% PER
CENT. per annum.

Depositors may transfer at their option
balances of 100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [18]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).
RESERVE FUND FL 5,750,884.84 (about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Samang, Sourabaya, Cheribon,
Tegal, Palembang, Bakoedam, Tjilatap,
Padang, Medan (Bali), Palembang, Kota-
Radin (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colom-
bo, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2% per annum on daily
balance.

Fixed Deposits 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

L. VAN HOUTEN,
Agent.

Hongkong, 16th July 1908. [26]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN, TOMES & Co.
Agents.

Hongkong, 21st July, 1907. [17]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	SVRIA Capt. D. C. Gregor, R.N.R.	About 26th August	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NORR Capt. G. Phillips	About 28th August	Freight and Passage.
SHANGHAI	DEVANHA Capt. T. H. Hilde, R.N.R.	About 3rd Sept.	Freight and Passage.
LONDON, &c., via usual Ports	DELHI Capt. J. D. Andrews, R.N.R.	5th Sept. Noon	See Special Advertisement.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 22nd August, 1908.

Intimations.

LANE, CRAWFORD & CO.



NEW STOCK

OF

STRAW

HATS.

This

Illustrates

the

LATEST

STYLE

NOW WORN.

A Large

Selection

\$2.50 to \$4.

LANE, CRAWFORD & CO. [23]

Ask for
KUPPER'S PILSENER BEER
And see that you get it.

SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 11th August, 1908. [10]

THE SAVOY,
13, Queen's Road Central.

FIRST CLASS GOODS:
New Regal Shoes and Monarch
Shirts.
Outfitters.
W. B. Corsets.
Ladies' Shoes.
Embroidered Linen and Swallow
Drawn Work, &c.

Hongkong, 2nd July, 1908. [613]

MUSIC LESSON.
LESSONS in Violin, Mandoline and Guitar
at pupil's residence.
Evening engagements for Dances and
Concerts.
Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 9th March, 1908. [1901]

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,360 Tons, "KINSHAN" 1,995 Tons,
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.
(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing
Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00
Do. do. do. do. Monday do. \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG".

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 5.30 A.M.
Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are
lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 30th August.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 3 P.M.
Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.
N.B.—S.S. Sui An and Sui Tai will not run on Sunday, the 30th inst.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel.

Hongkong, 2nd July, 1908. [15]

Hotels.

HOTEL CRAIGIEBURN.

Plunket's Gap, the Peak, near the Tram Terminus. Tel. 56.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1908. [15]

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL.

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Vines and Sprites of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Lunch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoi-

ments, Renowned Cuisine, Dark Room for Photographers, Charges Moderate.

HENRY LUTZ

Manager.

Hongkong, 16th July, 1908. [1001]

Hotel.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Night.

A. F. DAVIES,

Manager.

Hongkong, 21st June, 1907.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG "PRINZ REGENT LUITPOLD" WEDNESDAY, Noon, 26th August.
Capt. O. Fahnke

SHANGHAI, NAGASAKI, KOBE "PRINZ EITEL FRIEDRICH" About WEDNESDAY, 26th August.
Capt. E. Malchow

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE "MANILA" THURSDAY, 11 P.M., 10th September.
Capt. Missen

KUDAT and SANDAKAN "BORNEO" Beginning of September
Capt. F. Sembill

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th August, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA ERNEST SIMONS Girard 31st Aug., P.M.

MARSEILLES, via PORTS YARRA Sollier 1st Sept., at 1 P.M.

SHANGHAI, KOBE, YOKOHAMA VILLE DE LA CIOTAT Barillon 14th Sept., P.M.

MARSEILLES, via PORTS AUSTRALIAN Verdon 15th Sept., P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from 27/10 up to 27/10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 18th August, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALlice, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHIN-WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER 13 DAYS.

LONDON and PARIS 25 DAYS.

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALlice, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

QUESSANT 27th Aug. CEYLON 26th Nov.

AMIRAL OLRY 12th Oct. COORSE 11th Jan., 1909.

1 New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 6th August, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE: A WEEK AND COMPLETE THE ROUND TRIP IN 14 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 24th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 616 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephones: Nos. 376, 606, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Bootle, A. I. and Watkins.

Yokohama, May 2nd, 1905.

[39]

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAVA	Second half Aug.	SHANGHAI	Second half Aug.
TJILATAP	JAPAN	Second half Aug.	JAVA	Second half Aug.
TJIKINI	JAPAN	First half Sept.	JAVA	First half Sept.
TJIPANA	JAVA	First half Sept.	JAPAN	First half Sept.
TJILIWONG	JAVA	Second half Sept.	SHANGHAI	Second half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st Floor,
Hongkong, 20th August, 1908.

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MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departures from Hongkong at 10 P.M. (Sundays excepted).
Departures from Canton at 5 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Bridge.

Canton Agents: Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 28th March, 1908.

[41]

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WE'll test your eyes free of charge, and if they are wrong, will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—Free.

LONDON, CALCUTTA, SHANGHAI.

31, John Street, Bedford Row, W.C. 10, Beach Street.

100, Market Road.

ROADS IN CHINA.

Roads have been well described as the arteries of commerce, and though the advent of railways in Europe and America has to a large extent robbed them of their importance as highways for the conveyance of passengers and goods over long distances, they still remain an indispensable adjunct to the commercial and social life of the West. Every great civilisation nation from the time of the Romans has realized the importance of road-making for the development and administration of its possessions and the magnificent work of the Roman road-makers has left an indelible impression upon every country over which Rome held sway. In our own days the first steps taken in the administration of new colonial possessions by any of the great Powers is the construction of well-made highways, which not only serve to develop the trade of the districts through which they pass, but also render it possible to civilise the natives and to ensure law and order. Especially are good roads a necessity to a country that is densely populated, for so long as means of communication are confined to narrow paths, travel and commerce are carried on at a disadvantage, and it is impossible either to police or light the neighbourhood satisfactorily.

In the case of China it is, perhaps, unfortunate that the exigencies, both on her part and among Western nations to extend railway development in this country should have arisen before the indispensability of roads has been recognized. There is the consequent danger that railways will be regarded as a permanent substitute and the need for good roads in the general development of the empire will be ignored. Strictly speaking, except in and around the treaty ports, China has no highways that could lay claim to Europe to the title of roads. The great highways that have been trade routes between China and adjacent countries for centuries are, as Dr. J. MacGowan recently pointed out in these columns, merely ill-kept footpaths, often not more than four feet wide, and frequently far less. Except in Northern China, where roughly constructed carts are used, no wheeled vehicles other than that peculiarly Chinese production, the wheelbarrow, are to be seen on the highways, and where hills have to be traversed transport is almost entirely limited to human carriers. It is true that large tracts of the country are intersected with canals, which provide a useful means of communication and transport when they are deep enough to permit the passage of boats but in times of drought and famine they have proved lamentably inadequate, and resort has had to be had to wheelbarrow transport, with the result that thousands have perished before food could be brought to their doors. Yet, heedless of the lessons of the past, the conservancy of creeks and canals is persistently neglected by the native authorities, and when a famine or a rebellion occurs in one of the inland provinces the greatest difficulty is experienced in bringing supplies or troops to the spot. Except where there are navigable canals, or railways have opened up the land, travel in China is tedious and the means of discomfort, and journeys which, on a macadamized highway, would occupy a few days, occupy weeks or even months, by mule litter sedan chair, or on foot. In many districts the only means of communication between village and village consists of a raised mud path between the paddy fields, which is impassable in the rain. Even where a more substantial, stone-paved path has been constructed, it is dangerous in wet weather, and uncomfortable under foot in dry.

It is not necessary to go far beyond our own borders to realize the truth of what has been stated above. It is still regarded as something of a feat to bicycle to the Hills, only eighteen miles away, and except for the roads that have been made by the Municipality there are practically no properly constructed thoroughfares outside the Settlement boundary. We are completely isolated from the surrounding country, so far as vehicular traffic is concerned, and though the foreign community has from time to time endeavoured to carry into effect road-making schemes beyond the Settlement limits, it has been consistently met by the opposition of the Chinese authorities. The road to the Hills, projected some years ago, is still no nearer realization, and from whatever motive, the Chinese quite fail to appreciate the benefits that would accrue from a system of well-made roads in the adjacent country. It may be argued that difficulties of communication have been an important factor in promoting the stability of this ancient Empire; but that argument can no longer hold its ground. The advent of railways, steamships and the telegraph, the remarkable growth in the number of native newspapers, have already removed most of the barriers that formerly isolated the provinces from one another. The peace and solidarity of China no longer depend upon the jealous control of the dissemination of news by an autocratic Central Government, but upon the turning to advantage of new conditions. In the development of Chinese commerce and promotion of the prosperity of the people at large the construction of roads must play an important part, and it is to be hoped that this important factor, which has been so long overlooked, will shortly receive the attention it deserves.—N. C. D. News.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CANE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLEWORK.

Gentlemen's shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong: 1st & 2nd Flrs.

Intimations.

Benger's Food is mixed with fresh milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in tins by all Chemists, etc., everywhere.



[728—B]

WORKS MANAGER WANTED OVER GENERAL ENGINEERING WORKS.

MUST have First-class General Engineering knowledge and experience. Good Education and Energy are requisite. Particulars of Qualifications, Age, and Salary expected should be given. Applications to reach Tientsin before 31st August, and to be addressed to

SECRETARY,
TIENSIN IRON WORKS,
Tientsin.

The above position is vacant owing to the resignation of present Manager who is leaving China permanently.

Tientsin, 6th August, 1908.

[730]

F. BLACKHEAD & Co., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINLER'S PATENT MOTOR LAUNCHES.

SOLE AGENTS for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SOAP
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES

Established in 1840, 1841, 1842.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,500,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY &c.,
Undertaken and Executed
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 10th March, 1908.

[48]

CARR COPPER AND SILVER COINS.

FOR SALE.

A MOST Valuable and Rare Collection of the Ancient COINS consisting of those of the SASSANIAN, GREEK, ROMAN, BYZANTINE, INDO-SCYTHIAN, and EARLY HINDU DYNASTIES, THE SULTANS OF DELHI (including Feroz Shah, Tughlaq, and of KASHMIR, THE MOGHUL EMPERORS, THE EMPERORS OF AVGHANISTAN, AND OF BURMA, THE SHAHS OF PERSIA, TOGETHER WITH OTHER MISCELLANEOUS COINS OF GREAT NUMISMATIC INTEREST, BEAUTY AND RARITY.

Apply to—

I. U. MIRZA,
Syndicate House,
Hongkong.

Hongkong, 14th August, 1908.

[49]

Dentistry.

TSUI TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

[60]

Dr. M. E. CHAU,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

11, QUEEN'S ROAD, CENTRAL

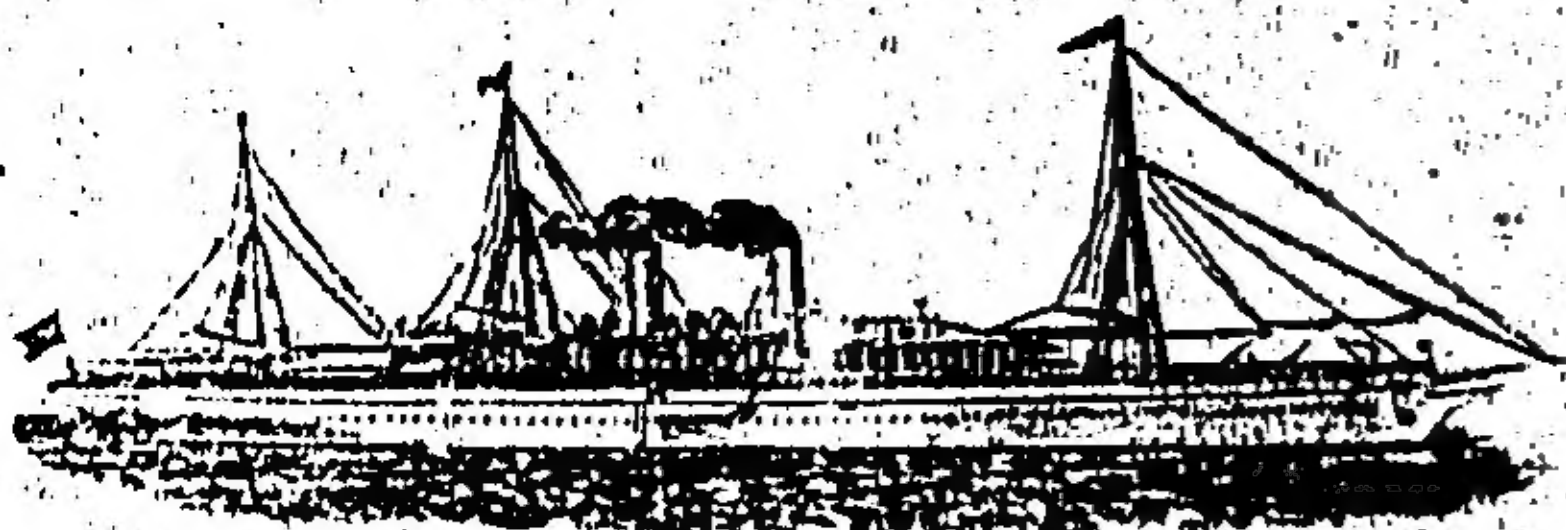
From the University of Pennsylvania, U.S.A.

Register, 26th April, 1907.

[61]

Washington, D.C. August 1948

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of over 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days VOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	SATURDAY, Sept. 5th	Sept. 26th
"LENNOX"	3,700	FRIDAY, Sept. 11th	Oct. 10th
"EMPEROR OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,163	SATURDAY, Oct. 3rd	Oct. 27th
"EMPEROR OF INDIA"	6,000	SATURDAY, Oct. 17th	Nov. 7th
"EMPEROR OF JAPAN"	6,000	SATURDAY, Nov. 7th	Nov. 28th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPEROR" steamships depart from Hongkong at 4 P.M. S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40. " " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to: W. CRADDOCK, General Traffic Agent for China, &c., Corner Pedder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION)

Steamship	On
SINGAPORE, PENANG & CALCUTTA, "KUNGSANG"	TUESDAY, 24th Aug., 3 P.M.
MANILA, "KUNGSANG"	FRIDAY, 26th Aug., 4 P.M.
TIENTSIN, SWATOW, WEIHAI, "CHEONGSHING"	SATURDAY, 29th Aug., 4 P.M.
WEIHAI AND CHEFOO, "WINGSANG"	MONDAY, 1st Sept., Noon.
SHANGHAI, "YUENSANG"	FRIDAY, 4th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, "NAMSANG"	TUESDAY, 8th Sept., Noon.

RETURN TOURS TO JAPAN.

Occurring 24 Days.

The steamers "Kutsumi," "Namsang" and "Kokusan" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chiao, Tientsin & Newchwang.

For Freight or Passage, apply to: JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61, Hongkong, 22nd August, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

STEAMSHIP	TO SAIL
KOBE & YOKOHAMA	"TSINAN" 25th Aug., 4 P.M.
MANILA	"TEAN" 25th " "
SHANGHAI	"KIUKIANG" 26th " "
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW" 28th " "
CEBU & ILOILO	"KAIFONG" 29th " "
MANILA, ZAMBOANGA and AUS.	"CHANGSHA" 2nd Sept., " "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloons.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

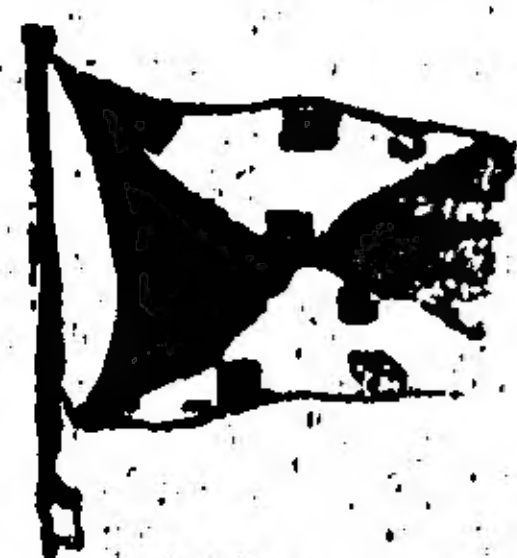
SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fare, Single and Return, to Manila and Australia.

For Freight or Passage, apply to:

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36, Hongkong, 24th August, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewards carried. —All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	1540	Almond	MANILA	SATURDAY, 29th Aug. at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 31st Sept. at Noon.

For Freight or Passage, apply to:

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 27th August, 1908.

Shipping—Steamers.

HONGKONG, NEW YORK & BOSTON.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST.)

S.S. "INDRAMAYO" On 19th September, 1908.

For freight and further information, apply to:

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 15th August, 1908.

[756]

NORTHERN PACIFIC LINE

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

KEELUNG, MOI, KOBE, YOKKAICHI, SHIMIZU AND YOKOHAMA.

Steamer Tons. Captain. Sailing Date. "Kumeric" 6,322. Cowley. TUESDAY, 25th Aug., 1908.

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to: DODWELL & CO., LIMITED, General Agents.

Queen's Building, Hongkong, 22nd August, 1908. [19-10]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN," Captain. Roach, will be despatched for the above Ports on THURSDAY, the 27th inst., at 2 o'clock P.M.

A reduction of 50% on First Class Fare to Fochow will be made during the Months of August and September.

For Freight or Passage, apply to: DOUGLAS LARSEN & Co., General Managers.

Hongkong, 21st August, 1908. [777]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"JAPAN," Capt. J. G. O'Brien, will be despatched for the above Ports on FRIDAY, the 28th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a fully certified Doctor.

For Freight or Passage, apply to: DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 1st August, 1908. [767]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"FLINTSHIRE," Captain G. C. Condy, R.N.R., will be despatched for the above Ports on SATURDAY, the 29th inst.

Surgeon and Stewards carried.

For Freight and Passage, apply to: SHEWAN, TOMES & CO., Agents.

Hongkong, 15th August, 1908. [636]

STEAM TO CANTON

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. B. W. WALKER. "KWONG SAI" Capt. E. S. GROVE.

Leave Hongkong for Canton at 5 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are fitted throughout with Electric Light and First Class Cabin.

Passage Fare—Single Journey 10/6. Meals 10/6.

The Company's Wharf is situated in 1900 of the New Western Market, opposite the old Harbour Office.

YDEN ON S.S. CO., LD., 88.

SHU ON S.S. CO., LD., No. 2, Queen's Road West.

Hongkong, 24th August, 1908. [61]

WEATHER FORECASTS AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and D.U.M. below indicates a Typhoon to the North-East of the Colony.
3. A DEUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DEUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. "Tamar," Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. "Tamar."

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being supplemented by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock.	Aberdeen.
Waglan.	Sun Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sun Tse Koi.
Tai Po.	

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light.

F. G. FIDG, Director.

Hongkong, 24th August, 1908.

SUNSTROKE.

The term "sunstroke" is used, somewhat indiscriminately, to include two classes of cases—namely, those of exhaustion and heat failure occurring under conditions of great heat, but often in the absence of direct sunlight, and, secondly, instances of persons being struck down by the effects of the intense heat and glare of exposure to the sun's rays. The former cases are those most frequently seen at home, and are better designated by the term "heatstroke," whilst true sunstroke, or, in other words, heat failure, is usually confined to hot countries where persons may be exposed for long periods of time to the fierce glare of the sun. In a country like India both types of cases occur; soldiers on parade may be suddenly taken ill, and fall down the victims of a true sunstroke, whilst, on the other hand, people may be attacked by a heatstroke during the hot, still, tropical nights, or in hot, stuffy buildings in the absence of direct sunlight.

In our own country people seem to forget that a heatstroke may occur apart from direct exposure to the heat of the sun. But it is really the humidity of the English climate, the suffocating sultriness of some days, that are the cause of most of the cases of heatstroke we hear about, and not the actual glare of the sun. The usual signs of heatstroke are a more or less sudden feeling of exhaustion and fatigues; the face becomes deeply flushed, and the head feels full and congested. After this the patient may become unconscious, and if skilled help is not readily obtainable the heat may rapidly fall with fatal results. In milder cases heatstroke produces a muddled state of mind, drowsiness without true coma; very often intense headache is complained of, as well over the body. The symptoms vary with the severity of the stroke, and it should be remembered that deep coma (insensibility), violent delirium, or marked pallor of the face, are all very grave signs.

The treatment of heat exhaustion needs to be prompt and to the point. Until a doctor arrives every effort must be made to prevent fatal heart failure by giving stimulants, and reducing the temperature of the patient's surroundings. The latter is no easy matter on a really hot day, but a reduction of temperature to the temperature of a room may be quickly obtained by a few large blocks of ice, and by protecting all windows from the outside heat by a sheet kept constantly wet with cold water. In this way the acute stages can be got over, and convalescence assured within a few hours, the chief danger being immediately after the heatstroke. The most dangerous complication is apoplexy (hemorrhage into the brain), which means, of course, a stroke of paralysis, and for this reason care has to be taken not to give stimulants too freely, unless there are definite signs of heart failure, as shown by pallor of the face and fainting.

True sunstroke is a much more serious and fatal affection than the condition just described, and it is rarely seen in England. A soldier on parade, or marching in the fierce glare of a tropical sun, may be struck down, become unconscious, and die within an hour. As a rule, the patient's temperature goes up rapidly, and frequently becomes higher than is ever recorded during the most violent of fevers; it is not at all uncommon in such cases whilst in other acute diseases, such as pneumonia, scarlet fever, or typhoid fever, anything over 103 deg. is considered high. Although many victims of true sunstroke do die, a large proportion never thoroughly recover, and suffer with headache, mental instability, or various nervous symptoms for the rest of their lives.—Ex.

MAD WITH HUNGER.

CUTE SUFFERING OF A SHIPWRECKED CREW.

Particulars reached Queenstown yesterday (July 15), from Lyttelton, N.Z., of the landing of Capt. Noel and 21 members of the crew of the lost French barque "President Felix Faure," a vessel of 2,651 tons, who were rescued from Antipodes Island, south of New Zealand, by the British warship "Porpoise."

They had lived on the island seven weeks, enduring great privation, after the loss of their vessel off the coast.

Capt. Noel, relating the story, stated that they were bound from Poulitout, New Caledonia, to Havre, and during terrible weather the ship was driven on the rocky south of Antipodes Island, which rises from sea to 1,000 feet out of the sea.

CLOTHES LOST.

The crew of 22 had to scramble into a boat to save their lives, and effected a landing with no clothes save those they had on.

Happily for the shipwrecked mariners the New Zealand Government keep a quantity of provisions on the island, to be used in case of emergency, and the castaways were able to live on them. The supply, however, was becoming exhausted as week succeeded week, and in prospect of rescue seemed likely, and the rations had to be reduced to such an extent that the men became ravenous for food, and gave up all hope of rescue.

Out of the wreckage washed ashore sails were obtained, and these were made into fish-hooks to catch fish.

Blades of primitive were fashioned into needles, hairpins were made from bone, thorns, and altogether the men led a regular Crusoe life.

DESPAIRING MESSAGES ON BIRDS' BECKS.

On several occasions messages written in pencil were fastened to the neck of an albatross, reconnoitering loss of their ship, and their plight in the hope that the birds might be captured, and thus secure assistance for the castaways.

One of these messages was being written, in which the crew said all hope was abandoned, when the "Porpoise" sighted and took off the crew, who were almost mad with hunger.

Intimations.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Ladies' Footwear.

3 SMART LINES.

Ladies' Black Glace Kid Oxfords,
\$6.50.

Latest Models.

Ladies' Black Glace Strap Shoes,
\$6.50.

Dainty Footwear.

Ladies' Russian-leather House Slippers,
\$4.25.
[Black and Tan.]

Wm. Powell, Ltd.,
General Drapers,
Furnishers,
Des Vaux Road,
and
28, Queen's Road,
HONGKONG.

To Let.

TO LET.
No. 43, CAINE ROAD, 9 ROOMS.
Possession 1st September.
Apply to—
COMPRADORE,
Messrs. J. de la Mota & Co., Ltd.
Hongkong, 21st August, 1908. [773]

TO LET.
OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road, Central (formerly occupied by Messrs. Shaw, Tomes & Co.).
Apply to—
THE COMPRADORE DEPARTMENT,
E. D. Shaw & Co.,
Queen's Road Central.
Hongkong, 9th June, 1908. [158]

TO LET.
HATHERLEIGH, CONDUIT ROAD.
A HOUSE in WONG-KUI-CHONG ROAD.
A HOUSE in RIFORD TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRATA EAST, BLUE BUILDINGS, and No. 168, Des Vaux Road next to the Hongkong Hotel.
FLATS in MORAZON TERRACE.
No. 10, DES Vaux ROAD CENTRAL, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1908. [168]

TO LET.
OFFICES (2 Rooms) on First Floor, York Building.
Apply to—
KELLY & WALSH, LD.
Hongkong, 27th July, 1908. [706]

TO LET.
OFFICES (2 Rooms) on First Floor, York Building.
Apply to—
KELLY & WALSH, LD.
Hongkong, 27th July, 1908. [706]

TO LET.
GODOWN No. 1A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1908. [499]

TO LET.
HOUSES in AUSTIN AVENUE, Kowloon, at \$45 plus taxes per month.
Immediatly possessing.
Apply to—
A. RAYMOND,
C/O S. J. David & Co.,
Hongkong, 23rd July, 1908. [601]

TO LET.
A HOUSE in KNOTSFORD TERRACE, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1908. [155]

TO LET.
FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 22nd May, 1908. [237]

TO LET FROM 1st SEPTEMBER.
AT SHAMZEN, CANTON.
HOUSE No. 101 (Kwan-tow Building) at present in the occupation of the I. M. Customs.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1908. [695]

For Sale.

O. C. MOOSA,
1 & 3, D'AGUIAR STREET.

JUST UNPACKED A LARGE AND
SPLENDID STOCK OF
FRENCH MILLINERY,
IN
VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!
IN
BLK. AND-TAN GLACE KIP
from the best American Manufacturers.

FLANNELS, TWEEDS, SERGES,
Ladies' DRESSING GOWNS
and JACKETS.
Samples on application. Coast
ports orders carefully executed.

Apply to—
O. C. MOOSA,
1 & 3, D'AGUIAR STREET,
Hongkong, 1st August, 1908. [773]

Public Companies.

HONGKONG ICE COMPANY, LIMITED.
NOTICE.
IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1908, of FOUR DOLLARS per Share.
DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after MONDAY, 24th instant.
The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to 22nd instant, both days inclusive.
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 14th August, 1908. [757]

HONGKONG AND SHANGHAI BANKING CORPORATION.
THE DIVIDEND declared for the Half Year ending 30th June, 1908, at the rate of TWO POUNDS Sterling per Share, is Payable on and after MONDAY, the 24th day of August current, at the Offices of the Corporation, WHERE SHAREHOLDERS ARE REQUESTED TO APPLY FOR WARRANTS.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 22nd August, 1908. [757]

Auctions.
PUBLIC AUCTION.
THE Undersigned have received instructions from W. R. M. D. FARR, Esq., to sell by
PUBLIC AUCTION,
TO-MORROW (TUESDAY),
the 25th August, 1908, at 2 P.M., within his residence, "DURISDEER," Magazine Gap,
THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE,
THEREIN CONTAINED,
Comprising—
SILK TAPE-TRY COVERED DRAWING ROOM SUITE, a quantity of CANTON CARVED—BLACKWOOD CABINET, TABLES, SOFAS, CHAIRS, CURIO STANDS, KOREAN LACQUERED CABINETS, DINNER WAGON, GLASS, CROCKERY and E.P. WARE, OLD CHINA, ENGRAVINGS, &c., &c.
Also
One COTTAGE PIANO by M. F. Rachalski & Co., Hamburg, (in good order and condition), AND
One CLAY PIGEON TRAP and about a couple of dozen laying hens.
N.B.—The Choice Blackwood Screen, Sofa, Tables, Curio Stands, &c., Korean Lacquered Cabinets and Piano will be put up at 3 o'clock.
Catalogues may be had on application.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 24th August, 1908. [758]

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
THURSDAY,
the 27th August, 1908, at 2.30 P.M., at their Sales Rooms, No. 5, Des Vaux Road, corner of Ice House Street,
SUNDRY VALUABLE
HOUSEHOLD FURNITURE,
Comprising—
DOUBLE and SINGLE IRON BED-STEADS and MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTLES with BEVELLED GLASS, SIDEBOARD and DINNER WAGONS with BEVELLED GLASS, MARBLED TOP WARDROBES with BEVELLED GLASS, TAPESTRY COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, THENTSEN CARPET and RUGS, COOKING STOVE and UTENSILS, &c., &c.
Also
One COTTAGE PIANO by Collard & Collard
AND
Two SINGLE BRASS BEDSTEADS.
Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st August, 1908. [758]

PUBLIC AUCTION.
THE Undersigned have received instructions from Mr. ROBINSON, to sell by
PUBLIC AUCTION,
on
FRIDAY,
the 28th August, 1908, at 2.30 P.M., within his residence, No. 3, Century Crescent, Kennedy Road,
THE WHOLE OF HER
VALUABLE HOUSEHOLD
FURNITURE,
Particulars from Catalogue.
On view on the 26th instant.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st August, 1908. [758]

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 29th August, 1908, at 11 A.M., at The Pacific Mail S.S. Co.'s Godown, West Point,
One Pair of 10ft. SMOOTH ROLLER COLLAR OILING,
One Pair of 10ft. SMOOTH ROLLER COLLAR OILING,
8 OILING COLLARS 10in. BORE (Suitable for a Floor Mill).
N.B.—The maker is The Wolf Co. Floor Mill Machinery Makers, Chambersburg P.A. U.S.A.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st August, 1908. [758]

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HUGHES & HOUGH,
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Hongkong, 21st August, 1908. [758]

COMMERCIAL.

FRIIGHT MARKET.

Messrs. Camke and Rogge write in their fortnightly circular of 22nd instant—
The freight market all round continues utterly devoid of any remunerative employment and the outlook at the present moment is black in the extreme. The number of vessels unable to obtain any employment is daily increasing.
Salmon to Hongkong.—After a lull early during the fortnight at 11 cents, the rate has now dwindled away to 9 cents only, two of the regular boats being reported settled on that basis.
From Saigon to 1st port Philippines a boat has been placed for a part cargo, 20/22,000 piculs at 24 cents. Saigon to Java has had a charter each for September, October and November loading on basis of 20/23 cents per picul. From Saigon to Singapore a boat closed at \$3,650.00 in full.
To load cattle, a suitable Norwegian steamer has been fixed from Qionbo to Manila on 10th September basis.
Two sugar charters are on record, one from Holo to North China ports, and the other from Java to Hongkong, rate of freight 25 and 24 cents respectively.
There is no movement in Bangkok freight, and the same must be said with regard to Newchwang and Yangtze business.
The following coal fixtures are reported—
Wakamatsu to Amoy \$1.90, Moji to Swatow at \$1.85, and Moji to Hongkong at \$1.80.
Sail To-morrow loading or to London—For Batavia and/or New York—British ship *Julopella*, 2,652 tons reg. arrived 6th June. Brit. ship *King George*, 2,075 tons reg. arrived 2nd July. Brit. bark *Eclipse*, 2,958 tons, arrived 18th August.
Sail To-morrow Disengaged—None.
Departure of Sallers—None.

"BEFORE I WAS FIFTEEN."
MANY WOMEN SIGH FOR THE HAPPY DAYS OF CHILDHOOD, WHEN HEADACHES, BACKACHES, AND ANAEMIA WERE UNKNOWN.
Dr. Williams' Pink Pills
HELP WOMEN AS NO OTHER MEDICINE CAN. THEY BRING BACK TO THE CHEEKS AND BRIGHTEN THE EYES. RESTORE APPETITE, SLEEP AND STRENGTH. HERE IS PROOF FROM CRYLON.



"Until I was fifteen I was a strong and healthy girl, but after that I fell victim to weakness and ill-health." The speaker, Miss Mary Peters, daughter of Mr. P. J. Peters, of the Union Restaurant, Wolfendell, Colombo, was relating the facts of her own case when she recently uttered these words, yet it might well be imagined that she was speaking for the many thousands of her sex as well, who, like her, date the beginning of their trouble to that time when childhood passed and womanhood began.
"After my fifteenth year, continued Miss Peters, I began to suffer with severe headache, pains in the back and side, and frequent fainting fits.
"I became exceedingly thin and pale, my lips were white and bloodless, there were black rings round my eyes, I always felt weary and depressed, and very little would make me merry. Coldness of the hands and feet were among my symptoms; my appetite was so poor that I could not eat food at all. Often at night I could not sleep for a long while, and when I did drop off I had
DREAMS I HAD.

My mother and the doctors gave me no good, and for seven years I went on suffering in the way I have described. It was through reading in a little book delivered at our door one day, how Dr. Williams' Pink Pills for Pale People had cured many ladies of similar complaints, that I was tempted to try these pills for myself. By the time I had taken two bottles of Dr. Williams' Pink Pills I felt much better. My appetite had improved, the headaches had ceased, I could sleep well, there were no more pains in my back and side, I also had a healthier colour in my face, and felt so much more cheerful. At last, continuing to take the pills for some little time longer, I found myself perfectly well, and ever since then I have remained in good health and
HAVE NOT PAINTED ONCE."

My P. J. Peters, Miss Peters's father, said—"I am delighted with the great good Dr. Williams' Pink Pills have done my daughter Mary. She suffered with Anaemia and, like formerly, but since taking these pills she has not had a fit for six months. They have completely cured her, and, besides, have greatly built up her strength and improved her appearance."

By steadily supplying Good, Rich Blood, building up the system, against the ravages of winter diseases and restoring lost strength—that is how Dr. Williams' Pink Pills for Pale People achieve their wonderful cures. They supply the blood, and so cure all the disorders caused originally by bad blood, such as Anaemia, Debility, Indigestion, Liver Complaint, Headaches, Rheumatism, Sciatica, Neuritis, (Sciatica), Spasms, Bells, Pimples and Skin Diseases generally, and the after-effects of Fever, Dysentery and Cholera. Men broken down by overwork, excessive residence in unhealthy climates are speedily restored by their use. Give them a trial at most shops where medicine is sold, they can also be had post free for 50c per bottle for \$1.00 from the Dr. Williams' Medicine Co., Orange, N.J., U.S.A.

Intimations.

THE IMPERIAL COLONIAL CLUB.
THE above Club is formed chiefly for COLONIAL and OVER-SEA MEMBERS; it is situated at No. 81, Piccadilly (the centre of Clubland), opposite the Green Park. The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.
Ladies are eligible as Members.
Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.
Further particulars from
THE ORGANISING SECRETARY,
81, Piccadilly, W.
London, 19th August, 1908. [760]

FRENCH STORE.
(late A. Chazalon & Co.),
6, QUEEN'S ROAD CENTRAL.

HAVE just received a Fresh Assortment of AMERICAN GOODS comprising the following—
SALT HERRINGS, MACKERELS, SALMON BELLIES, CADPISH, BLOCKS, SPICED NORWEGIAN ANCHOVIES, SARDELLES, CANNED FRUITS, ASPARAGUS, &c., &c., &c.
H. H. H. 22nd August 1908. [760]

GREEN ISLAND CEMENT COMPANY, LIMITED.
PORTLAND CEMENT.
In Casks of 75 lbs. net \$5.50 per Cask ex Factory.
In Bags of 50 lbs. net \$3.45 per Bag ex Factory.
SHEWAN TOMES & Co., General Managers.
Hongkong, 15th August, 1908. [755]

PABST BREWING COMPANY, MILWAUKEE.
FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA,
Hongkong, 24th July, 1908. [760]

Consignees.

S.S. "AUSTRALIEN."
COMPAGNIE DES MESSEAGERIES MARITIMES.
NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex *s.s. Ocean* and *Maid*, from Havre ex *s.s. Adair*, and from Bordeaux ex *s.s. P. Leroy* Lullier, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 24th August, at Noon, will be subject to sale and landing charges.
All claims must be sent in to me on or before the 24th August, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 24th August, at 3 P.M.
No Fire Insurance has been effected.
P. NALIN,
Acting Agent.
Hongkong, 17th August, 1908. [760]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co's Steamer
"MALTA"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be stored until work by mark, and delivery can be obtained at 1902 at the Goods are landed.
This vessel brings on Cargo—
From London, ex *s.s. India*,
From Calcutta, ex *s.s. Simla*,
From Persian Gulf, ex *R.I.M.N. and P. & O. S. N. Co's Steamers*.
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 25th instant, at 4 P.M., will be subject to sale.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godown for examination by the Consignee and the Company's representative, at the appointed hour.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godown.
F. J. ABBOTT,
Acting Superintendant.
Hongkong, 12th August, 1908. [760]

NOTICE TO CONSIGNEES.
STEAMSHIP "KUMERIC,"
FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersigning and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 18th August, 1908. [760]

NOTICE TO CONSIGNEES.
STEAMSHIP "KUMERIC,"
FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND MANILA.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersigning and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 18th August, 1908. [760]

Consignees.

"SHIRE" LINE OF STEAMERS, LIMITED.
NOTICE TO CONSIGNEES.
FROM HAMBURG, MIDDLESBOROUGH, LONDON, COLOMBO AND STRAITS.

THE Steamship
"GLAMORGANSHIRE"
Captain Norris, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 24th inst., at 3 P.M.
All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to sale.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 18th August, 1908. [766]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BENLAVER,"
FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to sale.
All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 18th August, 1908. [765]

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "MACDUFF,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to sale.
All Claims against the Steamer must be presented to the Undersigned on or before the 24th September, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.
Hongkong, 18th August, 1908. [764]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "KUMERIC,"
FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersigning and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 18th August, 1908. [760]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGS (TASTELESS) FORM.
CURE NO. 1. MARVEL UPON MARVEL.
NO SUFFERING.
NOW, DRAGS.
THERAPION is a powerful medicine, and is used in the treatment of all diseases, and is especially useful in the treatment of the following diseases:—
THERAPION No. 1. A powerful medicine, and is used in the treatment of all diseases, and is especially useful in the treatment of the following diseases:—
THERAPION No. 2. A powerful medicine, and is used in the treatment of all diseases, and is especially useful in the treatment of the following diseases:—
THERAPION No. 3. A powerful medicine, and is used in the treatment of all diseases, and is especially useful in the treatment of the following diseases:—
THERAPION No. 4. A powerful medicine, and is used in the treatment of all diseases, and is especially useful in the treatment of the following diseases:—
THERAPION No. 5. A powerful medicine, and is used in the treatment of all diseases, and is especially useful in the treatment of the following diseases:—
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THERAPION No. 76. A powerful medicine, and is used in the treatment of all diseases, and is especially useful in the treatment of the following diseases:—
THERAPION No. 77. A powerful medicine, and is used in the treatment of all diseases, and is especially useful in the treatment of the following diseases

Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

GENUINE AGE

FINE MELLOW FLAVOUR.

Per Dozen \$16.50

Watson's

D. SHERRY

SUPERIOR PALE DRY.

Per Dozen \$10.50

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 18th August, 1908.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 24, 1908.

THE PACIFIC SHIPPING TRADE.

It will be recalled that, on the 30th ult., Reuters announced that New York newspapers stated that, owing to new regulations of the Inter-State Commerce Commission, all the great railways, including the Canadian Pacific, had notified shippers that they were abandoning the export trade to the Orient and Australasia, and also practically abandoning the import trade. The newspapers anticipated that the steamship lines concerned would be sold. In a report dated the 12th inst. concerning the action of the railroad companies, Mr. Matsubara, Japanese Consul at Chicago, states that the railway companies in America having agreed, according to the regulations of the Inter-State Commerce Commission, to charge freight on goods exported to the Orient at the same rate as on domestic goods, excepting raw cotton, the majority of cargo destined for the Far East will naturally go via Suez. The railway companies regard the change as unavoidable and they are prepared to sacrifice the profit from the steamship services to the Orient conducted by them. This was the origin of the recent report that the railway companies had decided to abandon their steamship services on the Pacific. But the report does not represent the real intentions of the railway companies. The notice given by the railway companies that they will adopt new rates of freight on and after November 1st next, has necessitated the readjustment of the traffic business of the companies before that date. They have no intention whatever of abandoning the Oriental trade. The rates of freight have not yet been published, and it will be some time yet before publication takes place. The Japanese consular report, for which we are indebted to the columns of the *Japan Chronicle*, adds that the Union of Manufacturers in Chicago, fearing that the adoption of the new rates of freight from November 1st will greatly affect the trade with the Orient, has expressed itself in opposition to the proposal. In reply, the railway companies throw the responsibility for the alteration on the Inter-State Commission and add that the rates adopted as the result of the Commission's regulations on the trade with the Orient will eventually be carried on

mainly via Suez. The Chicago Union approached the Inter-State Commission and received a reply that the Commission would consider the matter after the Summer vacation. The Union of Manufacturers of the State of Illinois is also considering a remedy for the situation. On July 27th the Union addressed a reply to a representation on this question made by the Foreign Trade Society of Japan, in which it was stated that when the decision of the railway companies is found to injure the trade between Japan and America, some better arrangement will probably be made between the railway companies, shippers of cargo, and the Inter-State Commission.

LOCAL AND GENERAL.

* CANTON notes and other items of news will be found on page 7.

This English mail of the 25th July was delivered in London on the 22nd inst.

Most of the serious cases that came on for trial in the Police Court, this morning, were adjourned.

It is stated that the construction of a light-house at the entrance to Kusan harbour, south-western Korea, has been started.

Mr. Charles E. Magnus, Provincial Governor of Cuba, has been ordered to return to Washington for the purpose of conferring with the authorities.

Mr. LIN SIN-SING, the comprador of the Banque de l'Indo-Chine at Hankow, has subscribed a sum of \$1,000 to relieve the sufferers of Huangchow.

MANY arrests have been made at Springfield, Illinois, in connection with the outbreak between whites and negroes. The trials will take place before a special grand jury.

A MESSAGE from Tainan, capital of Shantung, says that, owing to the abnormal rain of the past weeks, the Hungshan colliery is flooded; and that about thirty miners have lost their lives.

Messrs. Shewan Tomes & Co., local agents for Messrs. James Watson & Co., Ltd., distillers, of Dundee, are issuing a very fine desk blotter with a desk prompter, and advising that it is a famous Scotch whisky.

THREE coolies were charged in the Police Court, this morning, with being found in the servants' quarters of 2, East Avenue, Kowloon, yesterday, without the permission of the occupier—Mr. E. R. Miller. They were each fined \$4.

COUNT Komura, who is on his way from London to take up the post of Minister of Foreign Affairs in Tokyo, arrived at Mukden on 18th inst., and will stay there for two days. He has received a cordial welcome from Viceroy Hau Shih-ch'ang.

THE *Kung-Han Jih-Pao*, a native newspaper published in Hankow, has been suspended by the Intendant of the Hupeh Provincial Police, by order of the Hukwang Viceroy, for having reproduced certain articles written by K'ang Yu-wei and Liang Ch'ieh-ao.

TWO Japanese torpedo-boats arrived at Chemulpo on the 17th inst. to co-operate with the torpedo gunboat *Chikyu* in the suppression of pirates in north-western Korea. The armoured cruiser *Izumi* also left Kure on 17th inst. to assist in the work of suppression.

THE *Hankow Daily News* is informed that the response to the invitation for tenders for construction material for the Hupeh section of the Canton-Hankow railway was most satisfactory in view of the fact that sufficient time could not be allowed to communicate with Europe in order to give the autumn working season. Six well-considered tenders were received.

TWO police arrested two more men yesterday for "stealing hair ornaments from women." The accused were: Wong Kwok He, a coolie, of Yueh San Lane, and Chin Sing, an unemployed shoemaker, residing at 13, Salt Fish Lane. On Saturday afternoon, it was stated, Wong got away with a gold ear-pick valued at \$6, which he snatched from a woman's head on the Praya Central. Chan was alleged to have played a similar trick in Queen's Road yesterday. The ear-picks were handed over to co-defendants, who escaped. Both cases were remanded.

FROM a report which has reached it it would appear that there was a free fight at Quarry Bay yesterday between a number of coolies and some Indians. One of the coolies—Ho Lin—who is accused of stealing two brass bushes, valued at \$22, the property of Messrs. Butler and Swire, is a patient in hospital. We gather from the report that when Ho Lin was leaving the shipyard he was searched and the two brass bushes found in his possession. The Indian watchman was removing him to the lock-up when a number of other coolies came to Ho's assistance. A fight followed, during which Ho was injured. The struggle was ultimately stopped and Ho was taken to the hospital. The case was called on at the Police Court, to-day, and remanded.

A MEETING of the Justices of the Peace was held at the Magistracy, this afternoon, to consider an application from one Ho Fan for an adjournment to sell by retail intoxicating liquors of the premises Nos. 465, 466, 470 and 472, Queen's Road West, under the sign of "The Pau Hing Hotel." Mr. J. H. Kemp, President. The other J.P.s. present were: Capt. Superintendent of Police, Bideley, Messrs. J. H. Wood, F. Smyth, E. A. Rams, W. Bird, W. H. Davis and W. H. Potts. Mr. D. V. Stevenson, of Messrs. Deacons, Looker and Deacon, appeared for the applicant. There was no police objection, and the application was granted. Mr. Bideley and Mr. Wood objected to the application, but the Justices, however, the majority were in favour of

The Motor Car Incident.

SCENE OUTSIDE THE CEMETERY.

AMUSING EVIDENCE IN COURT.

The charges brought against Mr. S. A. Marican, proprietor of the Dragon Cycle Depot, by a ricksha puller for recklessly driving a motor car along Wong-nel-chong Road on the 18th inst. and doing damage to the ricksha to the extent of \$1.50; and that brought by Mr. S. Swart, of Messrs. Schultze and Company, for driving in a furious manner to the common danger of pedestrians, were heard by Mr. J. R. Wood, in the Police Court, this afternoon. Mr. Marican also issued a counter-charge against Mr. Swart for assault and using abusive language.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for Mr. Marican. Mr. Swart appeared in person.

Asked as to whether he assaulted the complainant, Mr. Swart said, "No." Asked as to whether he used insulting language, he replied: "Yes. I called him a fool and a silly ass!" (laughter).

The evidence which was given by the ricksha coolie at the last hearing to the effect that Mr. Marican's car collided with his ricksha, doing certain damage, was read to Mr. Grist, who then cross-examined the coolie.

"How far away was the motor when you first saw it?" asked the solicitor.

"I did not notice it until it ran into me," replied the coolie.

Did you hear the horn sounding?—No.

Just before the collision your fare was leaving the cemetery?—Yes.

And at that time you rushed across the road?—No.

What were you doing?—My ricksha was stationary at the side of the road.

Were you in the shaft?—Yes.

And the shafts were up from the ground?—No. I was not holding the shafts.

What were you doing then?—I was standing up.

You were then in the act of taking your ricksha to your fare?—No, I had not yet seen my fare.

But you said so just now?—No.

Mr. Grist proceeded to argue that the witness had already said that he had seen his fare before the collision.

Mr. Swart—Let the witness speak for himself, please.

The Court—All right, Mr. Swart.

Mr. Grist, proceeding—In what position was your ricksha?—Facing Wanchai.

Against the wall?—Yes.

The Court—Was there room for anyone to walk between your ricksha and the wall?—No.

Mr. Grist—You were all taken down to No. 2 Police Station, weren't you?—Yes.

And you refused to make any charge?—I wanted compensation.

What's the value of the damage?—\$2.50, the estimate of the ricksha, foreman.

Mr. Swart then proceeded to question the witness, as follows:—At the time the car collided with your ricksha was anyone entering your ricksha?—No. The smash had already taken place.

The Court—Was the lamp car you were driving last night?

Mr. Marican—Yes.

Mr. Swart's evidence given last time was read. It was in effect that defendant's motor car was driven recklessly on that afternoon. When the collision took place, he (defendant) was still laughing.

"You were coming out of the cemetery at the time?" he asked.

Mr. Swart replied, "Yes."

"Did you hear his horn?"—Yes.

Add then?—I heard an awful smash.

There was a lot of ricksha there?—Yes, plenty.

There were all over the street?—I beg your pardon. They were at the side of the road.

This motor, did she pull up?—She did not until he got among the ricksha. She nearly turned turtle.

In her endeavour to pull up?—Holy Moses, why did she not pull up before (laughter).

When the motor was stopped it was facing the race-course?—Yes.

Right across the road?—Yes.

Mr. O. Wagner, of Messrs. Gaupp and Company, spoke to being jammed between the motor car and the ricksha on that afternoon.

Mr. Grist submitted that there was no case. It was the duty of people to get out of the way. If not it was the duty of the driver to get out of their way. In this case there was a number of ricksha in the road. The defendant's car was driving at a high speed and was taken and a collision seemed inevitable he did his best to do as little damage as was possible. Defendant put on all his brakes and tried to avoid any damage. He did all in his power.

The Court—Except go slow.

Mr. Grist—He was going only eight miles an hour. A motor car, your Worship, is always under control, and a car going at that rate can be pulled up in twelve paces.

Mr. Marican—Three paces.

Mr. Grist continued to remark that his client was driving in a reasonable manner.

Mr. Wood observed that a person driving fast up to a funeral, was not driving reasonably.

Mr. Grist—Purely a matter of sentiment.

Mr. Marican was then called. He stated that he was a skilled mechanic. On the day in question he was driving a 54 horse power motor car from the Happy Retreat to the Golf Club. The car, at full speed, was capable of going fifteen to eighteen miles per hour. At that time he was going at the rate of eight miles. When he first saw the string of ricksha, he was passing the Prince Cemetery. He stopped his horse from there, all the way until within six yards of the ricksha. By the time the speed of the car had been reduced to a walking pace, when he found that he could not get through he put on the brakes and drove the car round. Witness had driven a car for about three years. He was a skilled driver, and an engineer of motor cars.

The Court—Have you a certificate? Witness—It was not needed. You were driving out yesterday? What pace were you going, round the race-course?—About twelve miles. In how many paces could you pull up going at that pace?—3 to 4 yards. At eight miles?—14 yards. At four miles?—21 yards.

Then when you came up to this crowd you ought to have been able to pull up in a yard and a half?—Yes.

Then why it was necessary for you to leave the straight line to pull up?—To save hitting a ricksha in front of me.

When you were six feet off this ricksha you could as a matter of fact pull up?—I waited for the ricksha to get out of the way.

You could, could you not? I could.

Why didn't you pull up?—I expected the ricksha to move.

How far off were you from that ricksha when you made a turn?—About two yards.

Then you could have pulled up?—To save hitting anyone I swerved into the wall.

When did you put your brakes on full?—Two yards off the ricksha.

After putting on the brakes how far did your car travel?—About a yard and a half.

How do you estimate speed?—I have first, second and third gear. I estimate the speed according to how I use these gears.

Mr. Swart—Have you been in the Police Court before on similar charges?—No. I once killed a man with a big car. There was no charge.

Why didn't you stop before the collision?—I expect everybody to get out of my way.

Mr. Grist called the attention of the Court to the fact that at the time of the collision there was no fog; only the mourners were leaving the cemetery.

That concluded the evidence.

The Court—Did you pay the coolie compensation?

Mr. Marican—Yes.

Have you paid him?—No.

Is he refused compensation?—No; I have not.

His Worship found the charge of negligent driving proved.

Mr. Grist—I would ask your Worship to state a case.

His Worship—I shall certainly state a case on the point. But you must make your application in writing within seven days.

On the first charge Mr. Marican was fined \$5 and ordered to pay the coolie \$5.50 compensation. The second charge was dismissed.

The counter-charge was then taken. Mr. Swart, asked if he took his first at complainant, replied that he might have when complainant placed his dirty finger on his white suit.

Mr. Marican said that, after the collision, Mr. Swart seized hold of him, saying, him round, and raising his fist called complainant a blackguard, a black fool, etc., etc.

Mr. Swart—You are a liar.

Complainant, proceeding, said that the defendant said he was not capable to drive a car, and stopped complainant from turning the car round.

The Court—Were you angry at the time? Complainant—Not at all.

Were you laughing?—No.

Mr. C. P. Waite, a mechanical engineer, of Shatin, who was driving out with complainant, told of what occurred after the accident. Mr. Swart was not the only one who uttered insulting language towards complainant. There were three or four others, whom the witness did not know.

Mr. Swart asked, if preventing a person from running away, constituted an assault.

His Worship—Sometimes.

Mr. Swart—Then I plead guilty. I wanted to stop him from taking away the car before the police had come to see its position. As regards calling complainant a "blackguard" he denied, saying he did not know the meaning of the word.

Mr. Kipley, of the Holland China Trading Company, a witness for the defendant, said he did not hear the expression "blackguard" used by Mr. Swart. He was not sure, but he believed that Mr. Swart called complainant a fool. He did not see defendant raise his fist towards complainant.

His Worship said that it was clear from the evidence that the defendant wanted to stop Mr. Marican from going away. There was some indignation aroused, and he thought that if he entered a formal conviction against Mr. Swart, but no fine, it would meet the case.

THE COURT—The defendant is to pay the costs of the case.

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HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

HALF-YEARLY MEETING.

The ordinary half-yearly meeting of shareholders of the Hongkong and Whampoa Dock Co., Ltd., was held in the offices of the Company, Queen's Buildings, at 200, to-day, for the purpose of receiving the report of the directors and the statement of accounts to the 30th June, 1908. Mr. H. P. White (chairman of directors) presided. Other persons present were:—Hon. Sir Paul Chater, Hon. Mr. W. J. Gresson, Messrs. C. G. R. Broderick, W. Helms, G. Friesland, D. W. Craddock, E. G. Barrett, J. S. Van Buren, directors; R. Mitchell (acting chief manager), T. I. Rose (secretary), J. P. Bragg, J. W. C. Bonnar, W. C. Jack, T. Skinner, Chad Shiu-ki, W. E. Clarke, Lo Cheung Shiu, Erich Geor, L. Berindogoue, Henry Humphreys, P. Nalin, and P. Durnardin.

The Secretary read the notice convening the meeting.

THE CHAIRMAN said:—Gentlemen, The report and accounts having been in your hands for some time, I will, with your permission, take them as read. As a result of the working for the half-year ending on 30th June last we have available for apportionment a sum of \$705,271.19 out of which your directors recommend that a dividend of 8%—\$54 per share be paid, absorbing \$1,000,000, the further sum of \$50,000 to be placed to the credit of No. 1 Dock Extension A/C, that \$15,820 be written off the value of Kowloon Dock, and that the balance of \$384,872.24 be carried forward to a new account. It is hoped that this proposed distribution of profits will meet with your approval. The past half-year's work showing a net profit of \$1,477,668 will not, I venture to think, be regarded as unsatisfactory in face of the extraordinary depression that existed, and I regret to say still exists in shipping the world over. This depression is brought forcibly to our notice by the number of vessels that have been laid up in this harbour during the past year for want of lucrative employment, and you will readily understand, re-acts seriously on the business of a company such as ours.

Further, in view of the fact that a certain proportion of the work executed during the period has been "New Work," the profit on which, as pointed out on a previous occasion, are necessarily small owing to keen competition, we may perhaps congratulate ourselves on the result now shown. The aggregate tonnage of vessels docked during the period under review is less than for some years past, there being a falling off under the heading of merchant shipping, and an increase under that of British and Foreign men-of-war. Turning to the account, you will notice that the amount under the heading of sundry creditors shows a decrease of about \$147,000, and the item sundry debtors is lower by \$114,000, while the value of material on hand shows a reduction of \$227,000. This is partly due to a revision in the system of ordering material, allowing the different establishments to draw on one another more freely and using up old stock. The sub-committee of directors have concluded their investigations and have submitted their report to the full Board and it is reasonable to hope that beneficial results will accrue from their recommendations. You are doubtless aware that the recent disastrous typhoon has put a considerable amount of work into our hands—no very easy repairs—but coming as it has done all at one time, the resources of our establishments and services of the staff are taxed to the utmost, particularly as a scarcity of labour is apparent. The tug and salvage boat *David Gillies* rendered yeoman services to shipping after the blow, and the Company is to be congratulated on the acquisition of what will, I trust, prove a valuable asset. I am glad to be able to state that the Company's property suffered but little damage. Gentlemen, I do not know that I can add anything to what I have said, except to say that the prospects for the current half-year, with the work we have already in hand, are favourable, and I before moving the adoption of the report and accounts I shall be pleased to answer any questions that shareholders may wish to ask.

There being no question the Chairman moved the adoption of the report and accounts.

Mr. Bonnar, in seconding the resolution, said:—Mr. Chairman and Gentlemen, I have much pleasure in seconding the proposal that the report and accounts, as presented, be adopted. During the period which these accounts cover business in every direction has been in a very dull and depressed condition, shipping being no exception. Advice from home is that a great many steamers are laid up for want of remunerative employment, and we know that in the East the same unsatisfactory state of affairs exists. Under these circumstances I think we ought to feel very thankful that our accounts show an increase in net profit of roughly \$1,000,000 over the previous six months. I notice that \$5,700 is being put to Special Account No. 1 Dock Extension, and feel sure that this work when completed will bring in more profit to the mill. It is gratifying to learn that during the recent typhoon the company suffered very little damage. I don't know whether we shall ever see the same prosperous years that the Company experienced in the past. Some say we won't, but for one am not without hope, and with a Board of Directors who have the Company's interests at heart, an energetic and willing staff, and up-to-date appliances, we can look forward with confidence to being able to take advantage of improvement in trade generally when it comes and competing without fear. (Applause.)

The motion was carried unanimously.

THE CHAIRMAN—That is all the business gentlemen. Thank you for your attendance. Dividend warrants will be ready on Tuesday.

A WASHINGTON despatch of August 10th states that Admiral Robley D. Evans has been the recipient of a great ovation on his retirement into private life. Also that the United States Navy will arrive at Manila on October 1st.

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Hongkong, 16th May, 1901.

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AN INSPECTION INVITED.

Hongkong, 6th August, 1900. [733]

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Hongk. Ad. 1st September, 1901. [1]

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NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than THE GENTS (10 CH) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong 10th September, 1901. [1a]